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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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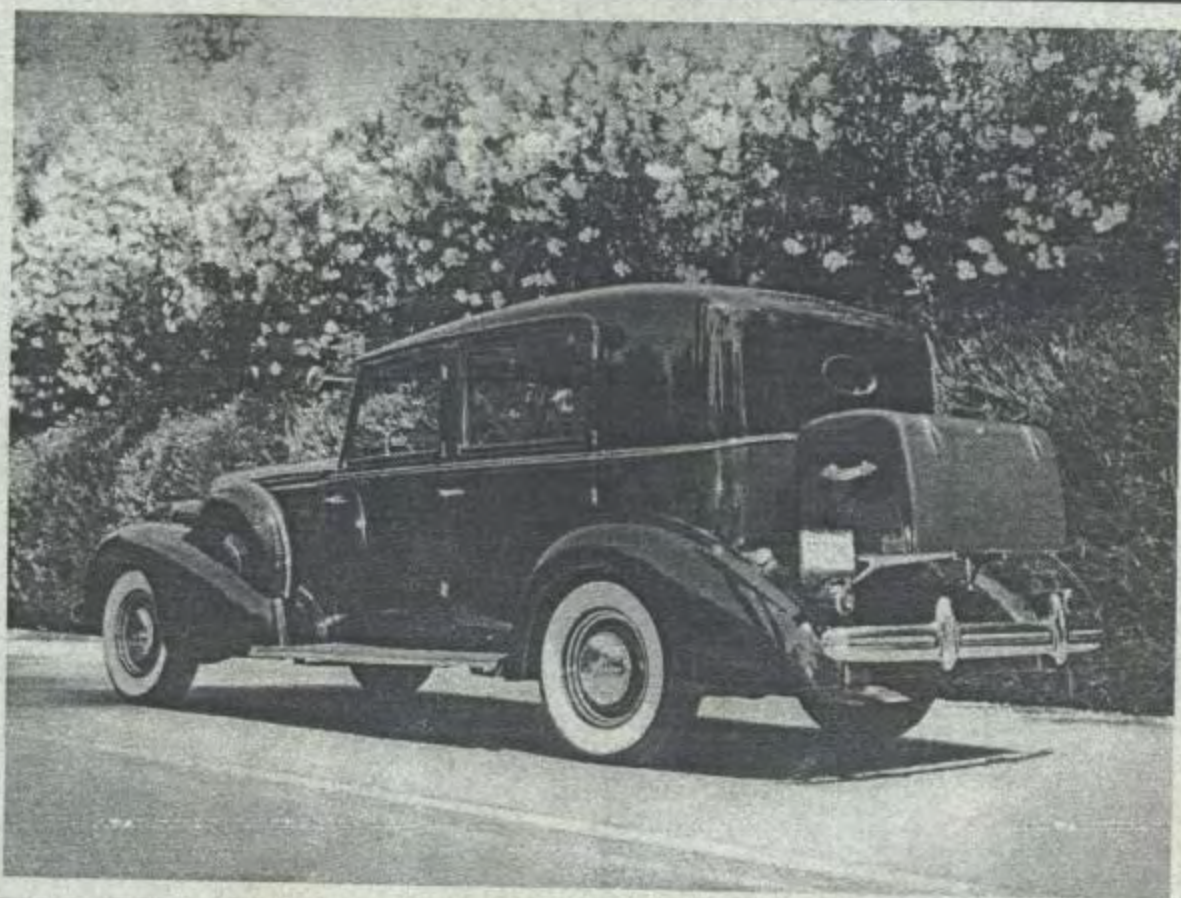
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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XXI • NUMBER 5 • MAY/JUNE 2003



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR



Dear Members: We are very fortunate to have **Mark Jordan** (#1297) agree to take over as the new Torque Tube Editor in September.

Mark received his BA in Journalism at San Francisco State University in 1996. Since then he has worked as a journalist and a freelance photographer. For a time he worked at daily newspapers such as the Birmingham Post Herald in Birmingham, Alabama and the Yakima Herald Republic in Yakima, Washington.

Apart from working as a journalist, he also has been working as a wedding photographer as well as a lifestyle and fashion photographer for over a decade. He has worked for many other professional publications and services including

the Seattle Times, the San Francisco Chronicle, and the Associated Press. His photos have appeared in such national magazines as, Details, People Magazine and US News and World Report.

We will have to raise the subscription rate for US and Canadian members to \$40/year starting in September. We will keep the overseas rate at \$40. So now all members will be paying \$40 per year for 6 issues. This is our first rate increase in 10 years.

In July, I was planning on going to the Buick National Meet in Flint. But I will be having hip replacement surgery and so will not be able to attend. I'll miss visiting with many of you who will be attending the meet. But maybe next year!



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





This factory photo of a 1938 Buick Special two door slant back sedan model 44 was for sale on the Internet in April.

The seller was **Walter Miller** in Syracuse, NY. Phone: **(315) 432-8282**. He is the worlds largest antique automobile literature dealer. He is a good place to check if you need literature. His web site is: **www.autolit.com**.

Jon Hargrove, who wrote the article on Buick carburetors in the March/April issue, reports he has received questions from some of our members.

One was from a gentleman who had switched from a heavy-duty air cleaner to a standard air cleaner (*more compact package*); but then had power problems. The standard air cleaner is much more restrictive than the heavy duty oil cleaner. One will note there are different carburetors used for each. The difference is in



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issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested.

All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new 1937-1938 Buick Club web site: <http://clubs.hemmings.com/1937-1938buick/>

Please send all articles, ads subscriptions and inquires, etc. to:

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the calibration of the two carburetors. The carburetor for use with the standard air cleaner is a full size richer in calibration than the one used with the heavy duty air cleaner (this seems to be the *ONLY* difference in the two).

Jon says, "Please suggest to your readers that when switching to the standard air cleaner, one should recalibrate the carburetor accordingly."

Also found on the Internet were these two 1938 Special Sedan Model 41's for sale. One was beige and the other maroon.

Just heard about a '38 Buick Special being auctioned for \$105,000 March 8 at the RM Auction at Amelia Island, Florida. It had right hand drive and a custom convertible coupe body by Lancefield. Sure would like to see a photo of this car, the most expensive 1937 or 1938 Buick I have ever heard of. And it was only in number 3 (out of 6) condition! I hope the new owner will be in the market when I sell my car.

This factory photo of a Flexible 1938 Buick Hearse was also for sale on ebay. Also found on the Internet was a period photo of this 1937 Buick ambulance. Thanks to **Charles Jekofsky** (#524) for sharing these two items.



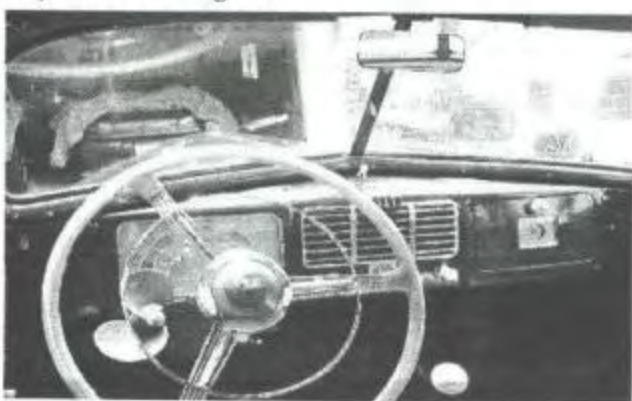
Meet new member **Ken Schultz** (#1720) in Lakeland, Florida and his black 1937 Buick with green 1937 Florida license plates. Note the unusual center grille guard. Never seen one like it before.



Check out this CAUTION sign.
This falls under the category of
Intellectual Signage. Others spotted are:
"IF YOU CAN READ THIS
YOU'RE TOO CLOSE"
and
"DON'T READ THIS SIGN"



New member **Vince Santostefano** (#17??) recently purchased this light blue 1937 Special sedan. A very nice looking car.



This 1938 Buick Special Sedan Model 41 with dual sidemounts was recently imported into the UK from the Netherlands. It is missing several hubcaps, has non-Buick bumpers and parking lights. It has trumpet horns and is missing the spark plug cover. The steering wheel is the original cracked ivory one. It has had turn signals added. The owner wants £4,500 (around \$6,750 US). Thanks to **Mal Oneill** (#1425) for sharing this.

I reminisced when I read the Buick used car section in the August 14, 1939 edition of the San Francisco Examiner newspaper.



BUICK
BUICK 1939
Model 81 4-door sedan, 6 wheels, fender wells, radio, very low mileage, fully guaranteed and certified.
\$1,395
HARRY B. LIGGETT
STUDEBAKER DISTRIBUTOR
VAN NESS AT POST, CH. 6737.

Buick Century
'37 61 touring sedan with 6 wheels, 6 good tires, large built-in trunk, desert sand finish, basket weave upholstery, 130 horsepower, fully guaranteed. \$750. Liberal terms.
EARLE C. ANTHONY, INC.
1400 VAN NESS, PR. 0449.

BUICK 41, 1939 4 door touring sedan. Exceptionally nice. Radio. Stratosphere blue. Only \$995
1545 PINE ST.

BUICK 1935 TOURING SEDAN, RE-CONDITIONED: EVERY DETAIL FIRST CLASS: A BUY: \$495.
HOWARD AUTO CO.
3853 MIRRIEN.

BUICK 1936 CONVERTIBLE COUPE, SPECIAL SERIES, 6 W. W. RECONDITIONED. 90 DAY GUARANTEE. \$595. HOWARD AUTO CO., 1665 VAN NESS.

BUICK Victoria coupe, late 1932, 6 wheels, many other extras: written guarantee; only \$195 full price.
GEORGE DANIELS, 1660 Van Ness at California St.

BUICK 1934 DE LUXE SEDAN, 6 W. W. EXCEPTIONALLY FINE THROUGHOUT. SEE THIS. \$350.
HOWARD AUTO CO. 1665 VAN NESS.

BUICK 1935 SPORT COUPE, W. F. W. DE LUXE MODEL, EVERY DETAIL FIRST CLASS, A BUY, \$400. HOWARD AUTO CO. 1665 VAN NESS.

BUICK 1937 CONVERTIBLE PHAETON, SPECIAL SERIES, A BEAUTIFUL SPORT CAR. 90 DAY GUARANTEE. \$845. HOWARD AUTO CO. 1665 VAN NESS.

After the 37/38 Eastern Meet in Kentucky was over, my wife and I visited the Patton Museum near Fort Knox. This mannequin shows the General standing in front of the restored 1938 Cadillac Series 75 Army limousine he was killed in while stationed in Germany shortly after the end of W.W.II. His companion General Hobart Gay and the driver were unhurt.



Harry

1937 Buick 1938 COVER CARS

The front and back covers show a 1937 Buick Model 80C Brewster Limousine that was recently purchased by new member **Ross Parsons** (#1713) in Phoenix, Arizona. This car is believed to be the only one built and is so described and pictured on page 170 of *George Damman's* book "Seventy Years of Buick." See story below.

A STAR IS BORN

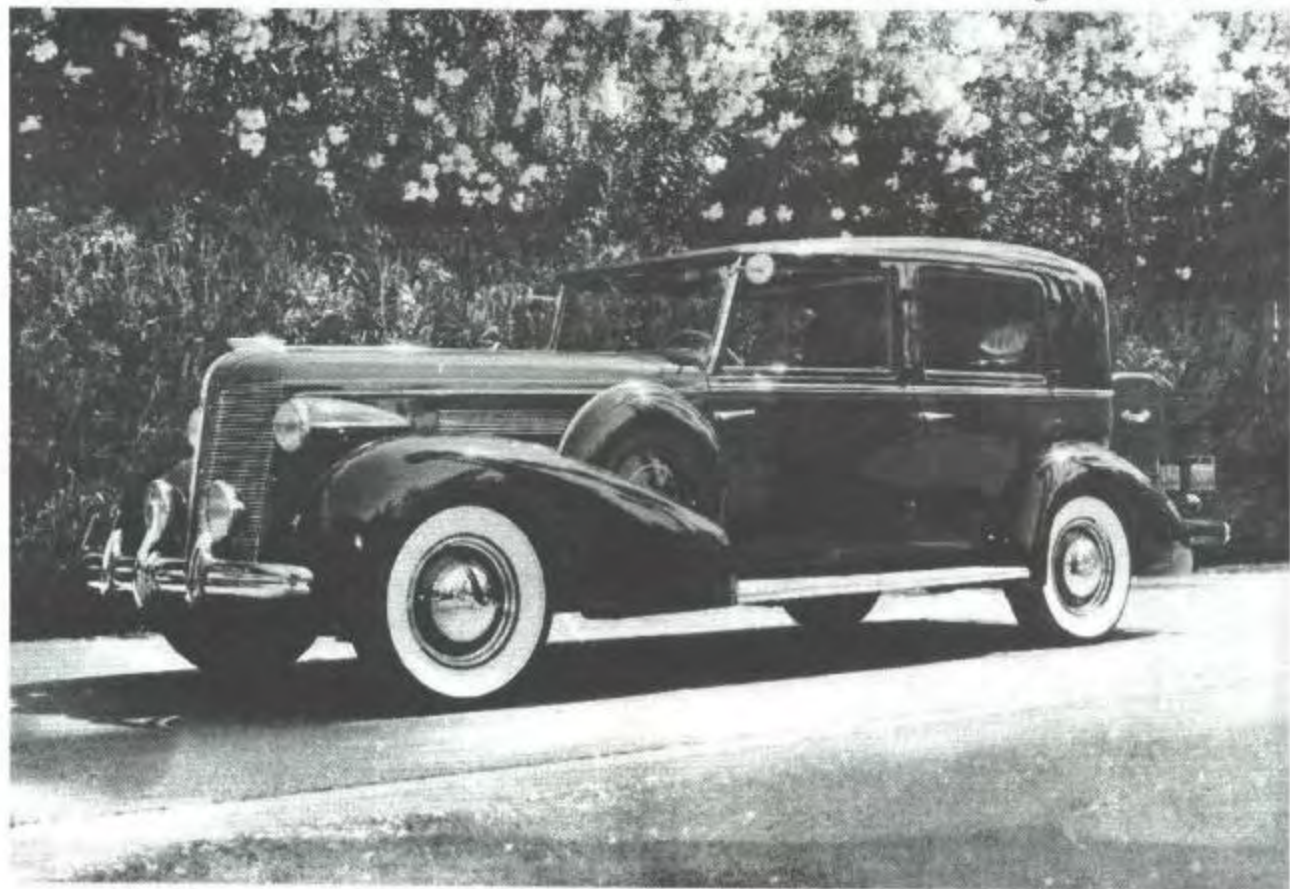
By **Ross Parsons** (#1713)-Arizona

When Charles Dickens penned "*It was the best of times, it was the worst of times*," he was referring to the year 1789, but his description could have served 1937 just as well. The population of the United States was just under 129 million people and over 14% were unemployed. The Hindenburg crashed and burned in New Jersey; Amelia Earhart disappeared over the South Pacific; and Lou Gehrig's mysterious illness forced his retirement from baseball.

At the same time however, the Golden Gate bridge opened, Walt Disney released the first

animated feature film *Snow White*; the Glenn Miller Band made its New York debut; War Admiral won the Kentucky Derby; and, despite the diminishing market for luxury automobiles, the Brewster Coach Works company designed and built a limousine body on the chassis of a 1937 Buick Roadmaster and, like the best and worst of 1937, it was one of a kind.

Thirty-six years later, George H. Dammann published the only known period photograph of this unique automobile in his book *Seventy Years of Buick* (Crestline Publishing Co., 1973). 1973



was also the year the car was located and purchased by Russ Jackson (co-founder of the annual Barrett-Jackson Collector Car Auction) and recognized by special application as a certified Full Classic by the Classic Car Club of America.

Approached by numerous collectors over the years, Jackson refused to sell or trade his prized Buick. It was only after his death that the one-of-a-kind limousine was offered for sale and purchased by Ross Parsons of Phoenix, Arizona last December.

Parsons plans to place the classic coach back into limited limousine service in Phoenix. "This car is a beautiful lady, a true original who has been out of the limelight too long," he said. "She reminded us of Norma Desmond, the forgotten movie star played by Gloria Swanson in the classic film *Sunset Boulevard*, so we named the business *Sunset Boulevard Limousine Co.* and we call her *Norma*."

Not much is known about the history of this rare limousine. Parsons is trying to trace the ownership but has had little success to date. According to CCCA records, Jackson bought the car from James P. Tuschinsky of Garfield, New Jersey in 1973 but attempts to reach Mr. Tuschinsky for further information have failed and all Buick factory records were destroyed years ago.

"Obviously it was built by special request and at great expense," he said. "The Brewster Company built coaches on Rolls Royce, Packard and other high-end lines and their work usually tripled the original cost of the car. It would be very unusual for someone to order such a specific coach from such a world-renowned coachbuilder."

The Brewster Company was founded in 1810, nearly half a century before Charles Dickens wrote *A Tale of Two Cities*, in New Haven, Connecticut. A salesroom and repository in New York City were opened in 1827 and eventually the factory was built on the site where the New York Stock Exchange now stands.

The only period photo of the car.



POST CARD

BUICK BREWSTER

Special custom Brewster town body in deep maroon with coral stripes. 1917 Buick chassis, privately garaged and cared for by a first-class chauffeur at all times. Careful scrutiny will show the car is in "mint" condition. Price now slashed to \$750.

J. S. INSKIP, INC.

ROLLS ROYCE, ASTON MARTIN
LANCIA & BMC DISTRIBUTORS

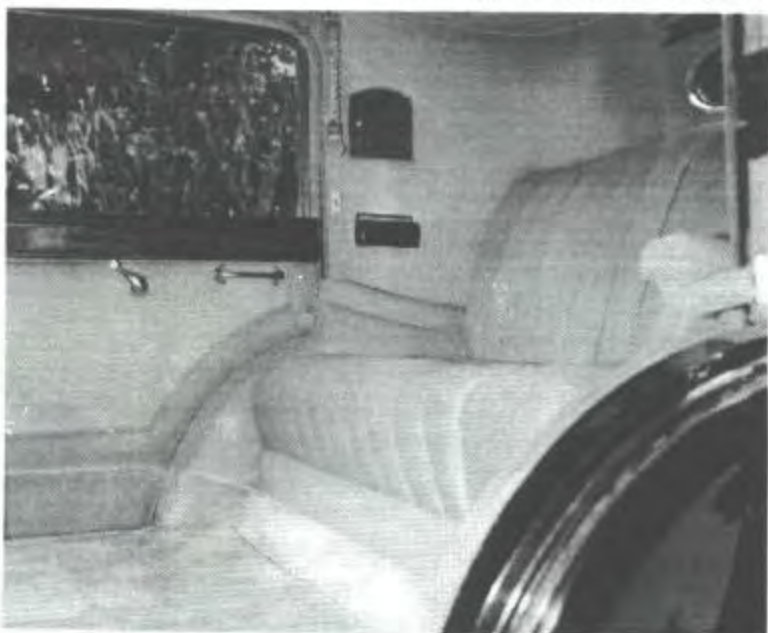
Sales Office: 21 E. 54th St., N.Y.C. 10022
Sales & Service: 804 E. 86th St., TE 8-6100
Providence, R.I.: 115 Broad St., UN 1-1011

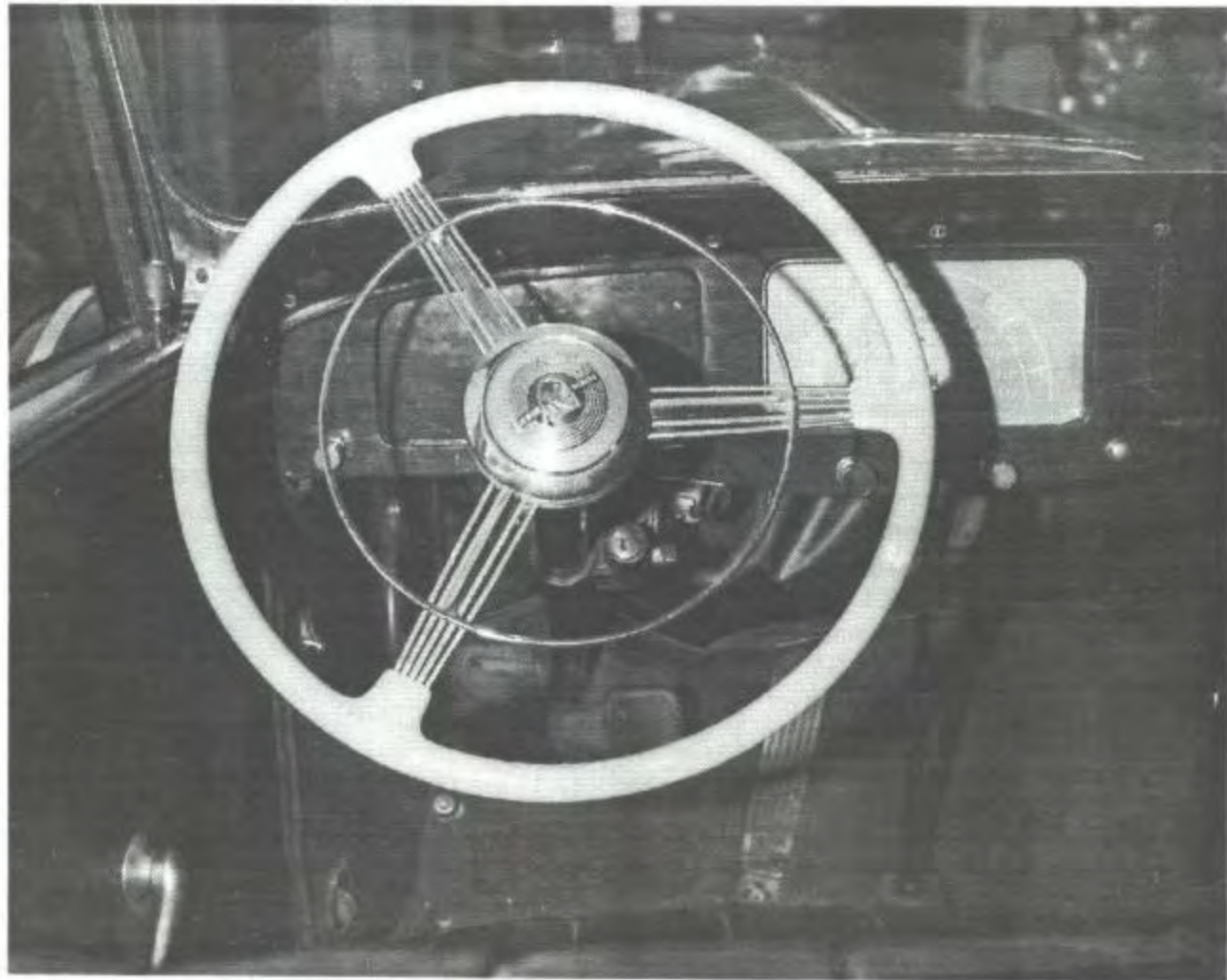


Mr. George R. Morton, Jr.
12 Beechwood
Ridgely, Reeling, Pa.

James Brewster, a proud descendant of one of the Mayflower Pilgrims, handed the reins of his carriage business to his sons in 1838 and it was under their guidance that the Brewster Company became the oldest and foremost builder of American coaches.

At the turn of the century, the Brewster Company





began building custom automobile bodies and became the first Rolls Royce dealer in the country. Rolls Royce was so impressed with the quality of Brewster's coaches that they contracted with the company to build their legendary Silver Ghost bodies and eventually purchased the company in 1925. When Rolls Royce went bankrupt during the Great Depression, the Brewster Company returned to exclusively custom work and produced approximately twenty-five Brewster Fords for which they are most associated by today's collectors.

The first of these expensive, limited production Brewsters was purchased by Edsel Ford. Other notable owners with the financial resources to purchase such cars in the midst of the Great Depression included Al Jolson, Cole Porter and Gertrude Lawrence. While the company eventually built two or three more Buick coaches in 1940, they were built under the Brewster marques, continuing the heart-shaped grille of the Brewster Fords, and were not formal limousines. Parsons' 1937 Roadmaster #3027807 remains the only

Brewster-bodied limousine ever titled as a Buick.

Hand-crafted entirely from wood and wrapped in aluminum, the structure of the coach is as solid and precise as the day it was built. Its four "suicide doors" close with the same secure click they did over sixty-six years ago. While the fenders and roof have been repainted black, the body and hood retain the original "Brewster Green" lacquer that was the company's signature color. Although brittle and beginning to thin in some areas, Parsons plans to preserve the classic paint. "When you're sixty-six years old, you're entitled to have a few wrinkles," he said.

O riginal beauty is not only apparent on the exterior of the car. The interior, from its silk shades, upholstery and woven pull straps to the patina of its sliding glass divider, is in magnificent original condition. Surrounded by elegant mahogany trim, passengers enjoy personal mirror-backed vanity cabinets on either side of the rear seat. An innovative brass ash tray, featuring a separate holder for

matchsticks with a milled striking surface, is located next to the chauffeur's call button on the right-hand side which indicates that position was usually reserved for gentlemen.

"The only blemish in the passenger compartment", Parsons noted, "is a cigarette burn just above the ash tray and I'm sure there was a scolding for the careless husband who caused it."

"The driver's compartment is upholstered in the traditional black leather of chauffeured limousines. The custom windshield is a single piece of glass and the mahogany dash below it features two glove compartments that flank the original Buick speedometer and gauge cluster which was relocated to the center position where the radio speaker normally resided on factory models."

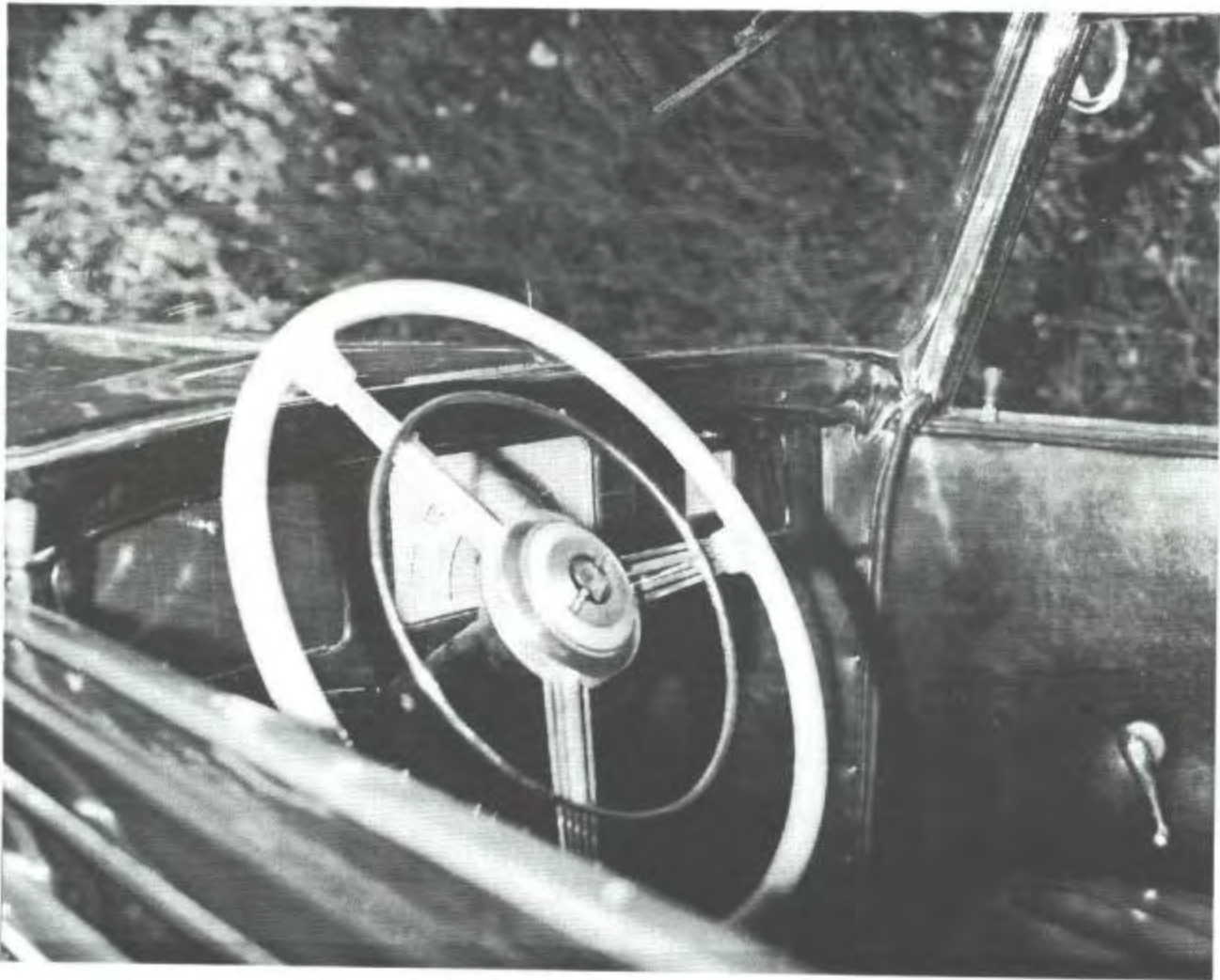
Mechanically, Parsons has gone through every system and repaired or rebuilt them as necessary.

"She's been sitting for a long time," he said, "and just about every component, from the radiator to the gas tank, needed attention."

"From the cowl back, the car is strictly Brewster and it's been one interesting discovery after another," Parsons said, "and knowing a little about the history of the Brewster Company has been a great help. When we were cutting new keys for the doors, the locksmith was having trouble identifying the original Yale locks. As it turned out, they were old Rolls Royce codes."

"No expense has been spared to do things right," Parsons said. "After all, as Erich von Stroheim told William Holden in *Sunset Boulevard*, 'Madame is the greatest star of all' and we intend to treat her accordingly."

For more, visit the Sunset Boulevard Limousine Co. website at: www.sunsetblvdlimo.com.



A STAR IS BORN

1937-1938 BUICK CLUB EASTERN MEET & TOUR

Lexington, Kentucky May 13 -16

By the Editor

What a fun filled and enjoyable meet this was, thanks to the efforts of our hosts **Pat** and **Steve King** (#776). Steve even doubled as a mechanic. We had a good turnout, over 50 people and 20 cars including a Corvette, '46 Chrysler and a '40 Buick Limited. There were 16 1937-1938 Buicks.

It sure looks nice to see a long line of '37-'38 Buicks traveling down a winding country road next to gleaming white fences surrounding huge grassy fields. A truly idyllic setting!

We were fortunate in having Scott Goodlett leading us on our tour to Keenland Race Track. Scott is a local boy and is full of information



about the Lexington area. I learned more than I ever knew before about horse racing and breeding.

Here we're parked at Keenland Race Track. It was built in the 1930's and is one of America's most historic racetracks.

Here's something you don't see often, two 1938 Century coupes. (I've made this same statement in the last three issues!).

This time we're looking at **Lou Wildt's** (#245) black and **Ron Vellekoop's** (#926) beige coupes. Both were assembled at the Linden, NJ plant. Ron's is body number L9 and was assembled in October, 1937 at about the same time he was born. Lou's is body number L133.



What a great sight to see all those beautiful cars.



*"I learned more than
I ever knew before
about horse racing
and breeding."*

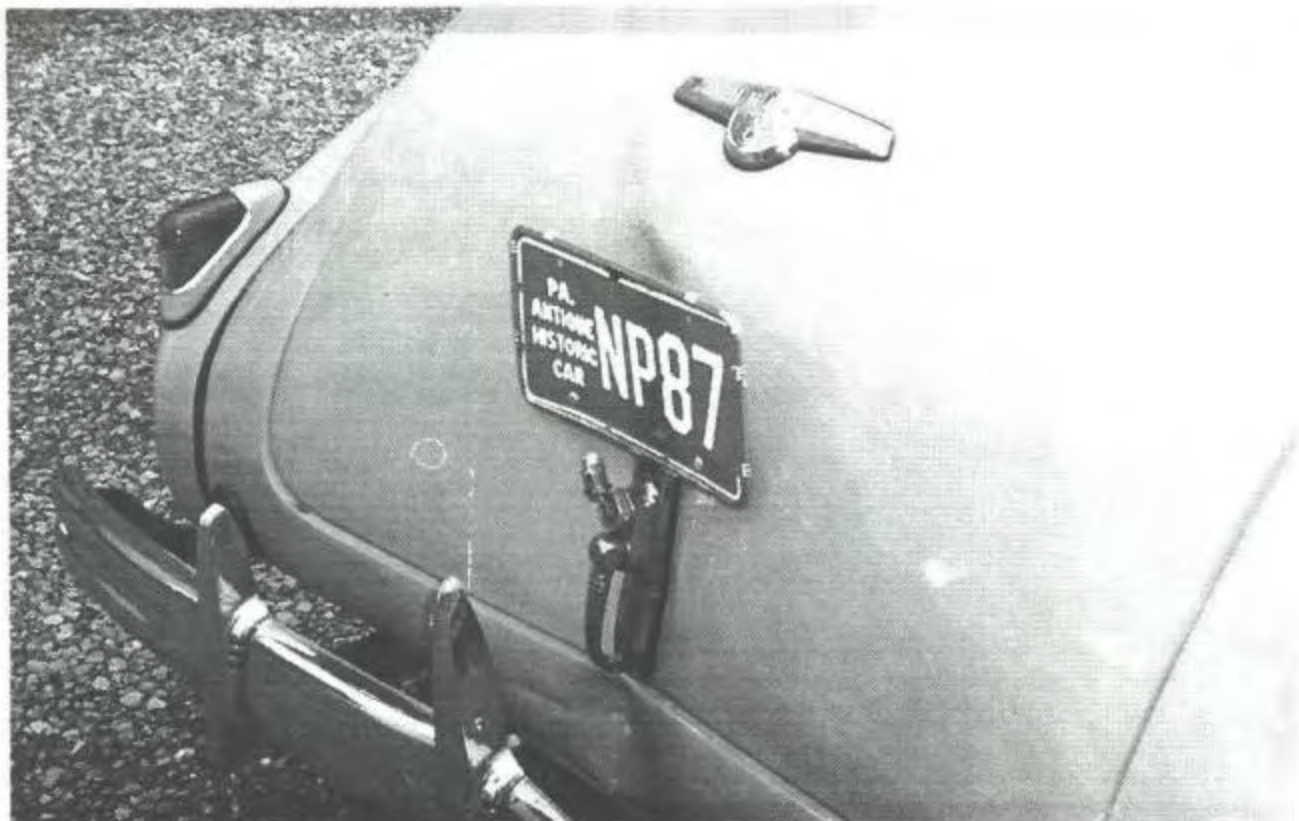
Scott Goodlett telling us about Horse Racing.



At Keenland Racetrack.



Two '38 Century Coupes before the accident to Ron's car.



Unfortunately, Ron and his wife Holly were rear-ended on the way home and their car was damaged. However, no one was injured and they were able to drive home safely.



Here's **Dan Lash** (#1468) in his McLaughlin-Buick '37 Special convertible coupe.

We also toured the huge Toyota assembly plant, a bourbon distillery and Shaker Village. The Shakers received their name because of the trembling they did during devotional dancing. They are credited with the invention of the clothespin, circular saw,

water repellent fabric and the flat broom.

They believed in simplicity, pacifism, celibacy (which is why they no longer exist).

Next year's tour will be in Ohio under the direction of **Carl Lohstroh** (#1098).

To Our Eastern Division Family



Dorothy and Karl Anderson with my wife Margo Logan in the middle

All of your cards and well wishes are just too numerous for me to answer individually. Therefore, I am using this means to thank you, one and all, for your cards, well wishes, and especially your prayers. My cancer really took us by surprise, but we're taking care of it the best we can.

The staff at the University of Virginia hospital are excellent, we've never dealt with a more caring and understanding group before. Our praises go out to them!

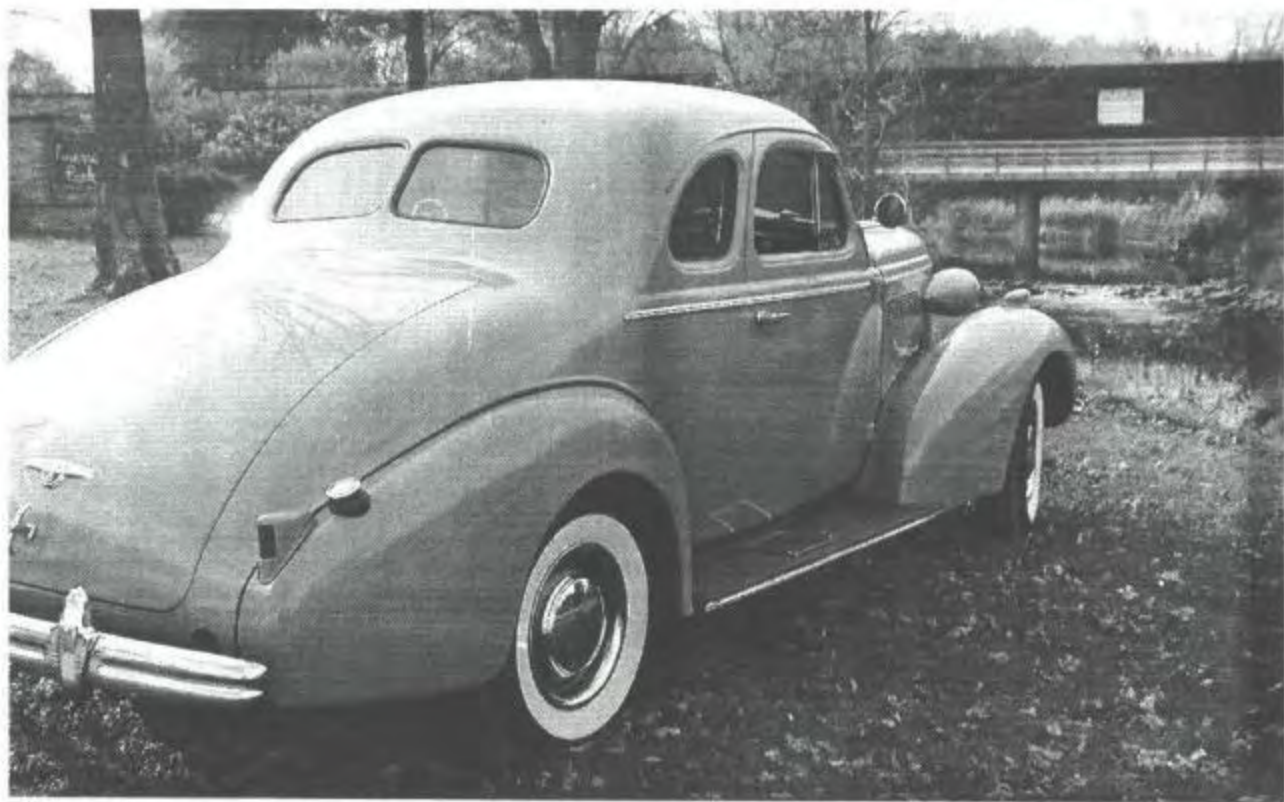
I'm doing fairly well and have nothing to complain about, I have never had any discomfort throughout this whole "trip." I truly am blessed. We received a nice report on the Eastern Meet from Mary Olson. It made us feel like we were right there with all of you. Also, we are very proud that you all coped with your mechanical problems sans Karl! We knew you could do it! We look forward to seeing you all at the next tour in the spring, wherever it may be. Again, thanks to all for everything. God bless you all.

Dorothy and Karl Anderson

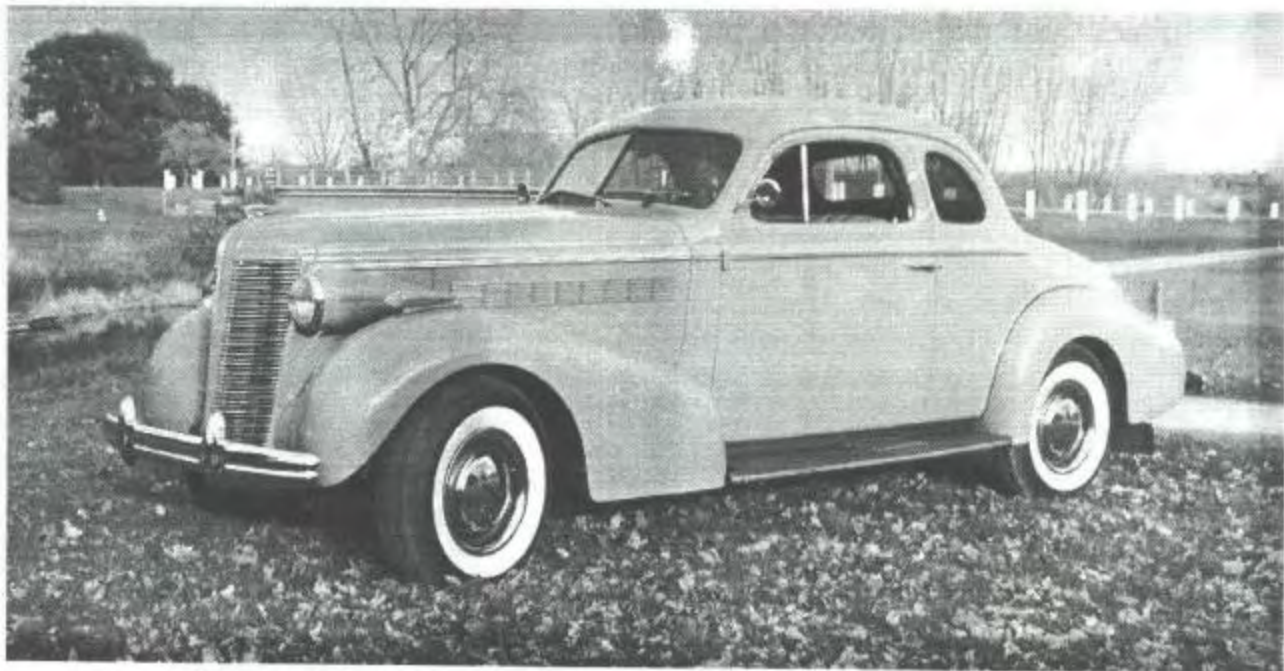
AS SEEN ON THE INTERNET

By the Editor

This nicely restored 1937 Special light gray coupe was for sale on the Internet.



It has a '38 Buick trunk emblem and step plates on the running boards.



The price is \$26,800. If you're interested, call **Donn** at (920) 362-0066.



It is a Sport Coupe (37-46S) and not a Business Coupe (37-46) as indicated by the jump seats.
It has pleated gray leather upholstery.



It has a radio and heater. The steering wheel is from a 1940 Buick. The clock does not have the glass with the screened-on numbers which you can buy from **Bob's Automobilia**. The gray leather upholstery is tufted and pleated. I would stick to a **Hampton Coach** interior if you want your car to look more like the original. Thanks to **John R. Young** (#1579) for sharing these photos.

2003 BUICK WESTERN SUMMER TOUR

SALEM, OREGON AUGUST 9-12

GREETINGS '37-'38 BUICK LOVERS!

The Salem group, Bob and Carol Pipkin and the Nelson brothers, Doug and Marshall are hosting the 2003 Western Summer Tour. You have heard about it. Now's the time to commit and get registered.

THE ITINERARY:

Saturday, Aug. 9:

Check in at Phoenix Inn first if you like. 5:00 p.m. is a hosted barbecue at the Nelson Farm.

761 Hylo Rd. S.E. Take Exit 248 from I-5 west on Delaney Rd. to stop, then right on Sunnyside Rd. to next left which is Hylo, go over 2 hills to driveway on right with boulders and Christmas trees.

Sunday, Aug. 10:

Touring to the All Buick Show at Western Antique Powerland, 8 miles north of Salem.

Dinner will be at the popular Oregon Gardens with a stop at the newly restored 1938

Frank Lloyd Wright "Usonian" style home.

Monday, Aug. 11:

Off to McMinnville to tour The Evergreen Air Museum, home of the "Spruce Goose" and some antique shops.

Tuesday, Aug. 12:

Touring the rolling countryside, including a covered bridge, the lunch will be a picnic at Silver Falls State Park. Our goodbye dinner will be at a Salem golf course.

More information will come with your registration.

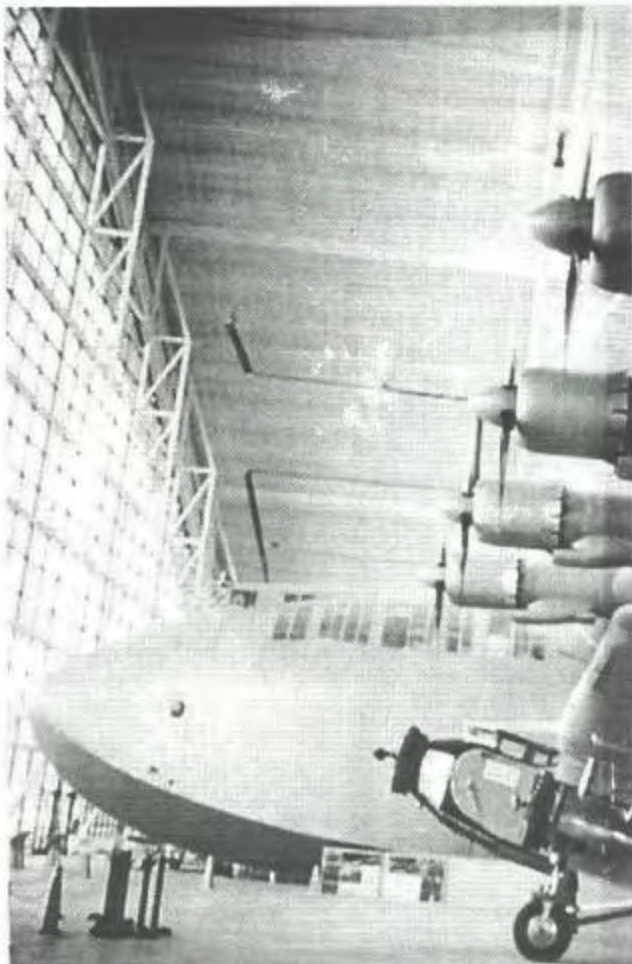
For those not able to bring their own 1937-38 Buicks, the Nelsons have arranged the loan of suitable Buick transportation to club members.

To make motel reservations identify yourself as being with the Buick group.

Phoenix Inn Suites

4370 Commercial St. S.E.

Salem, OR 97302 (503 588 9220)



REGISTRATION FORM

NAME(S) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ARRIVAL DATE _____

Mail with registration fee of \$10 per person to:

DOUG NELSON — 761 Hylo Rd. S.E., Salem, OR, 97306

SWEETPEA, BIG GREEN & BLACK BEAUTY

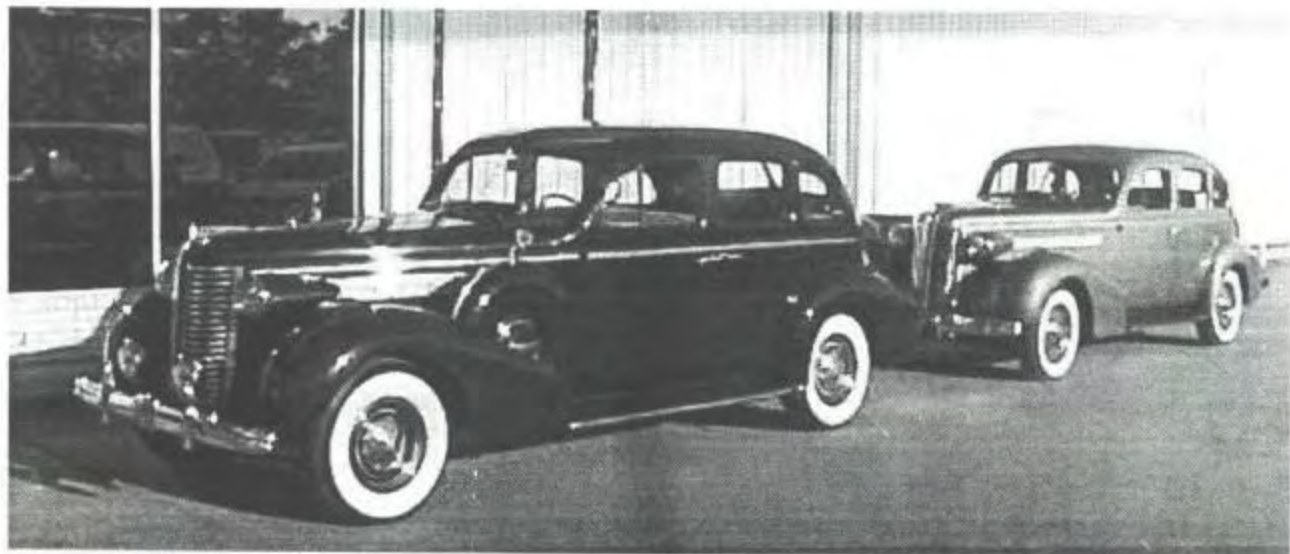
By the Editor



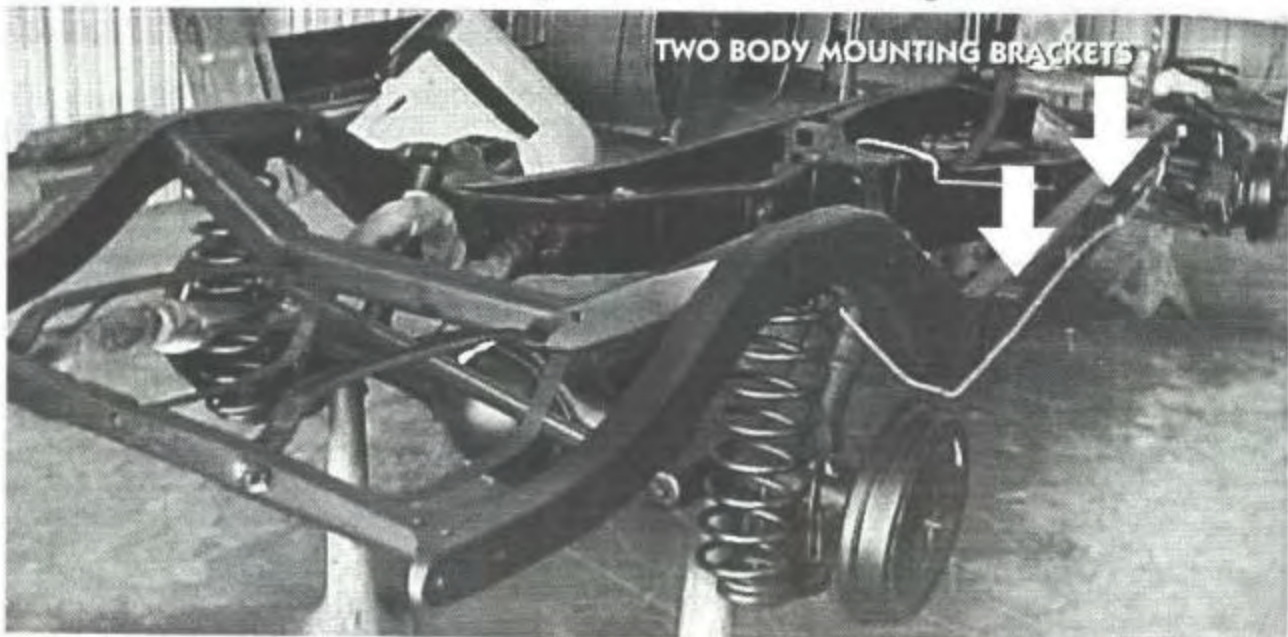
This 1938 Special Slant Back Sedan Model 47 showed up at **John R. Young's** (#1579) GM dealership for servicing. The owner is from Mamou, Louisiana and bought the car in Colorado in 1974.

John owns this green '38 Special sedan model 41 he calls "Sweetpea." It was displayed at the "Fun on Wheels" exposition in Lafayette, LA in April.



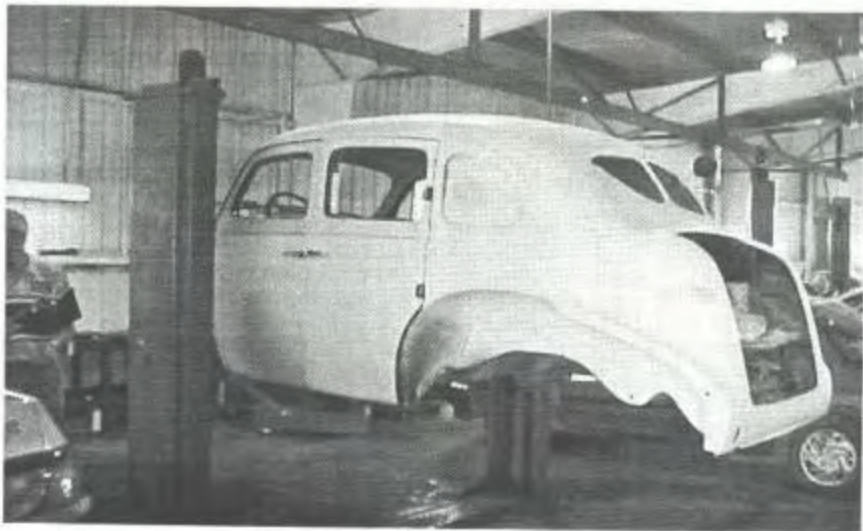


Here's another photo of Sweepa (38-41) and its brother Big Green (38-61).

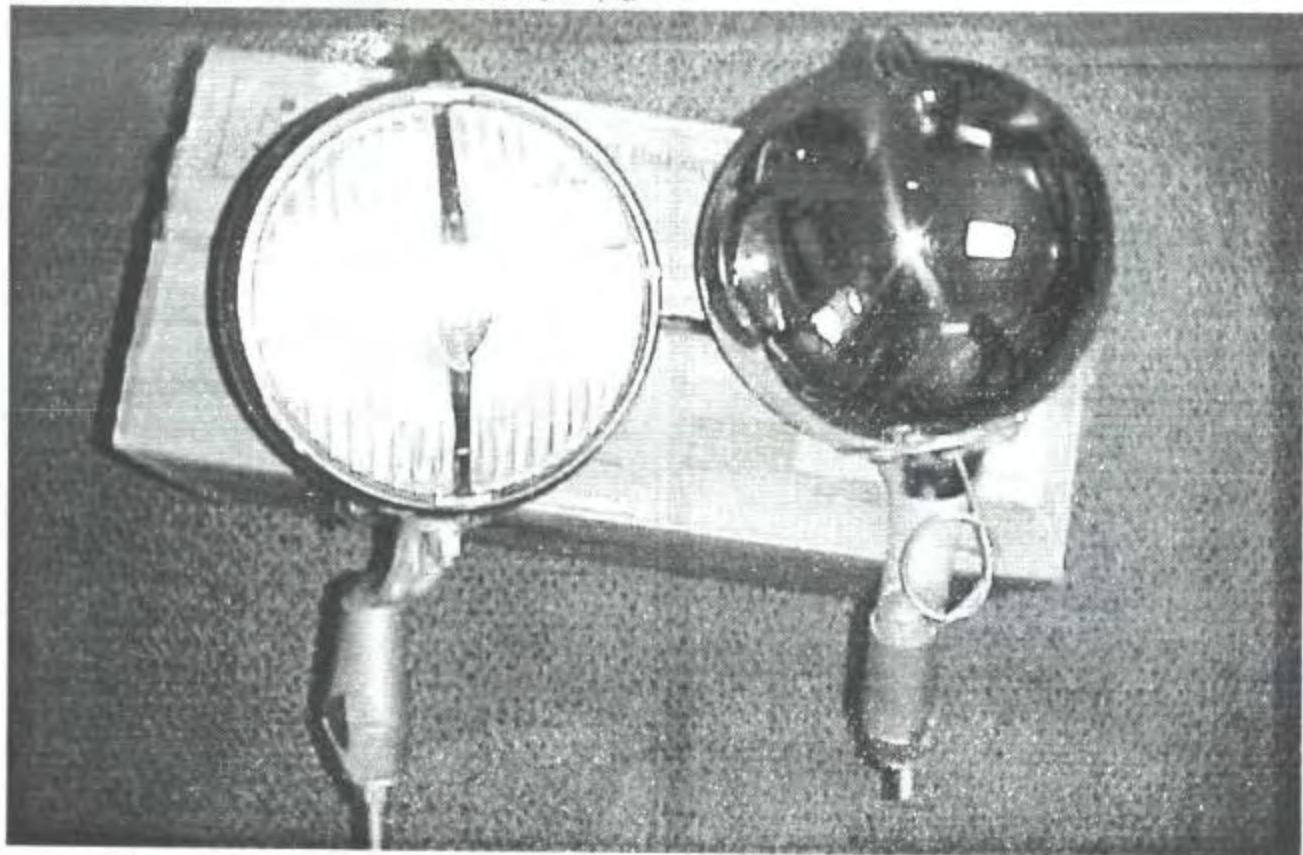


John's work-in-progress is Black Beauty, his '38 Century Sedan. Notice the two right angle mounting brackets on the frame side rail. '38 Special and Century sedans and coupes have two mounting brackets on each side rail while open cars have three.

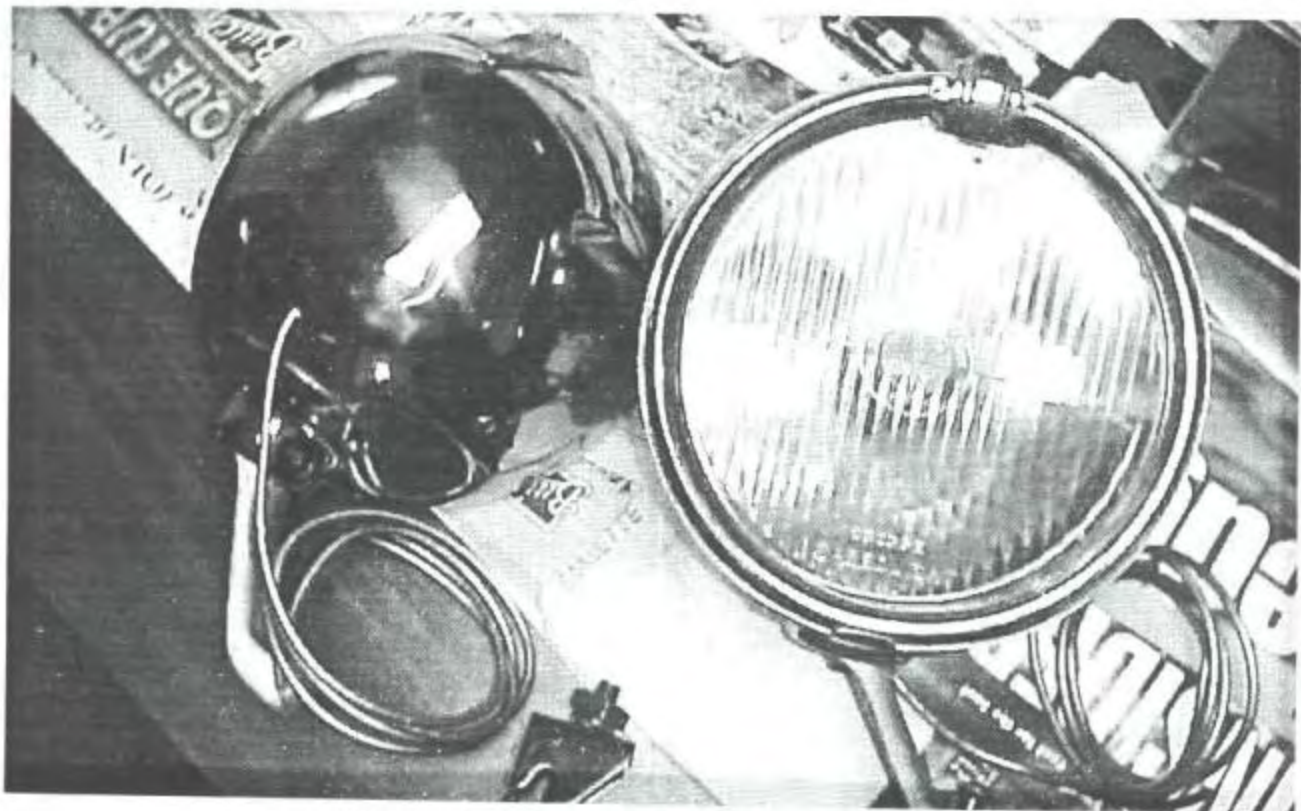
So if you're buying a '38 Century convertible coupe or sedan, get down on your knees and look at the frame rail. You should see 3 mounting brackets. If you only see two, someone has put a convertible body on a closed car frame.



And here's the body in primer.



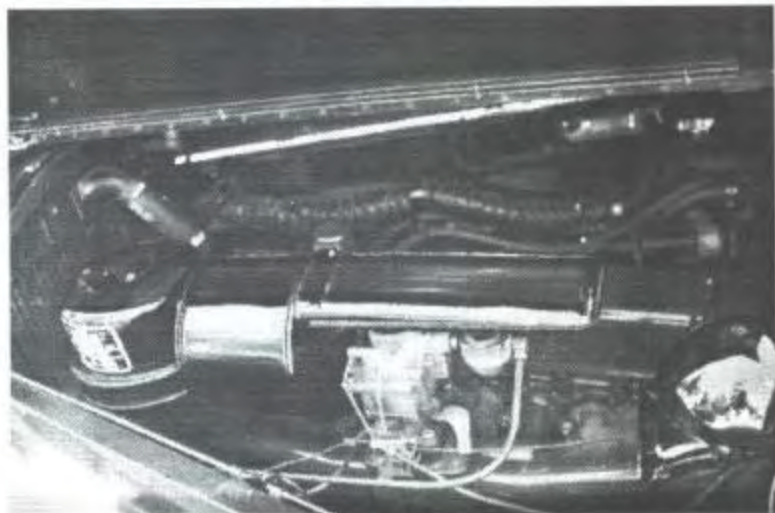
These 7 7/8" Guide Super Ray driving lights will go on Black Beauty when it's done.
John just bought them for \$400.



And he acquired these Trippe lights on eBay for \$450.
look for more stories on John R. Young's ebay purchases in the next issue.

MY LIFE AROUND BUICKS

By Ben Gostanian (#255) - Fresno, CA



When I was a boy, my dad had a 1927 Buick Brougham sedan for 10 years. In 1937, he bought a new Special Trunk Back Sedan Model 41. We pampered that car for 14 years....all through W.W.II, with it being driven over 150,000 miles.

It was a great car and I loved driving it. Later, I had a 1938 Model 41 sedan for a delivery car at my pharmacy....it was also a great car!

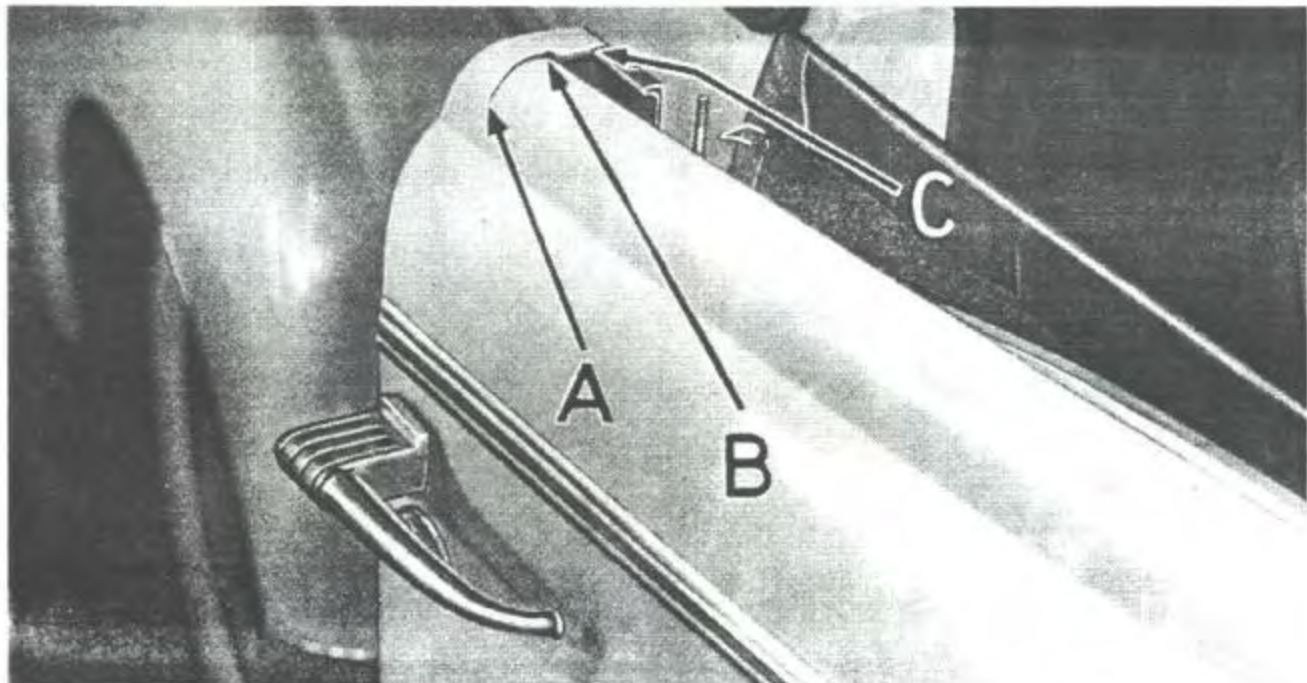
I currently own a 1938 Century Convertible Coupe Model 66C and just love it. I have driven it all over California to various car shows. I purchased it in 1974 in Southern California.

It has a 1941 Century engine and performs very well. I always loved the 1938 Buicks. I think it was one of the "High Points" in Buick's history for styling and performance.

CONVERTIBLE COUPE CRACKED DOOR PANEL



From the Fisher Body Service and Maintenance Manual



Convertible coupe door panels sometimes crack as shown in the photo.

TO SERVICE:

1. Lower the glass window, loosen and remove the necessary trim and parts. Also clean off paint preparatory to welding.
2. Hack-saw through crack and sink edges of crack down 1/16 inch (1.59 mm).
3. Rat tail file a 1/8 inch (3 mm) radius at corner where crack begins.
4. IMPORTANT: Starting at "A", weld to "B", then continue welding catching the Inner Door Metal and Outer Panel, extend this weld from "B" to "C".
5. As a reinforcement, weld full the radius at "B" where it was filed out.
6. Sink weld, clean metal, tin surface and paddle solder the low spots.
7. Metal finish, but do not file metal too thin.
8. Spot paint the damaged portion or refinish the whole Reveal.

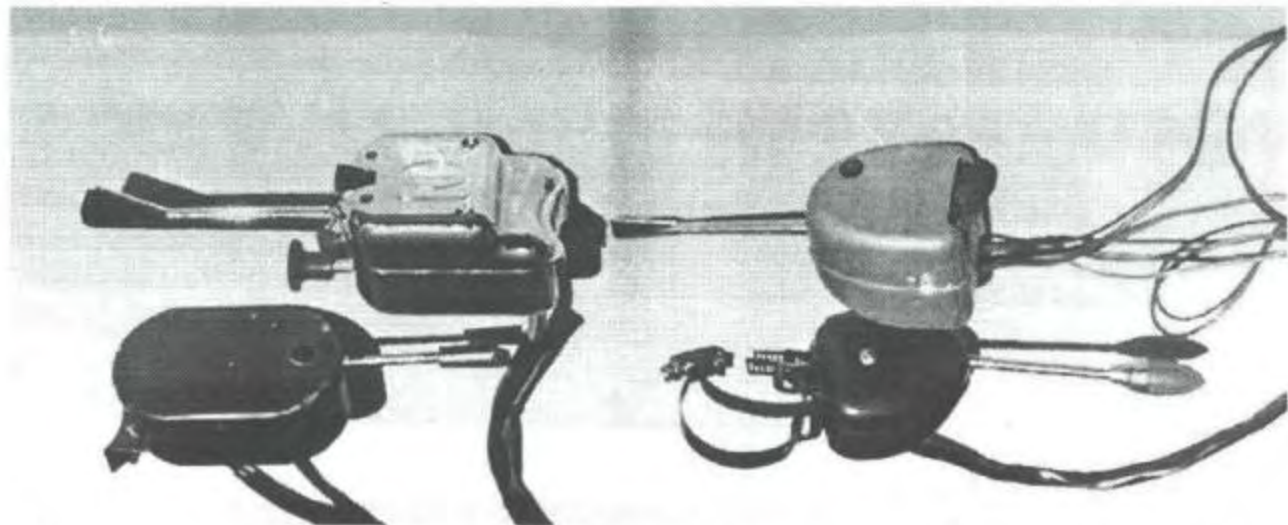




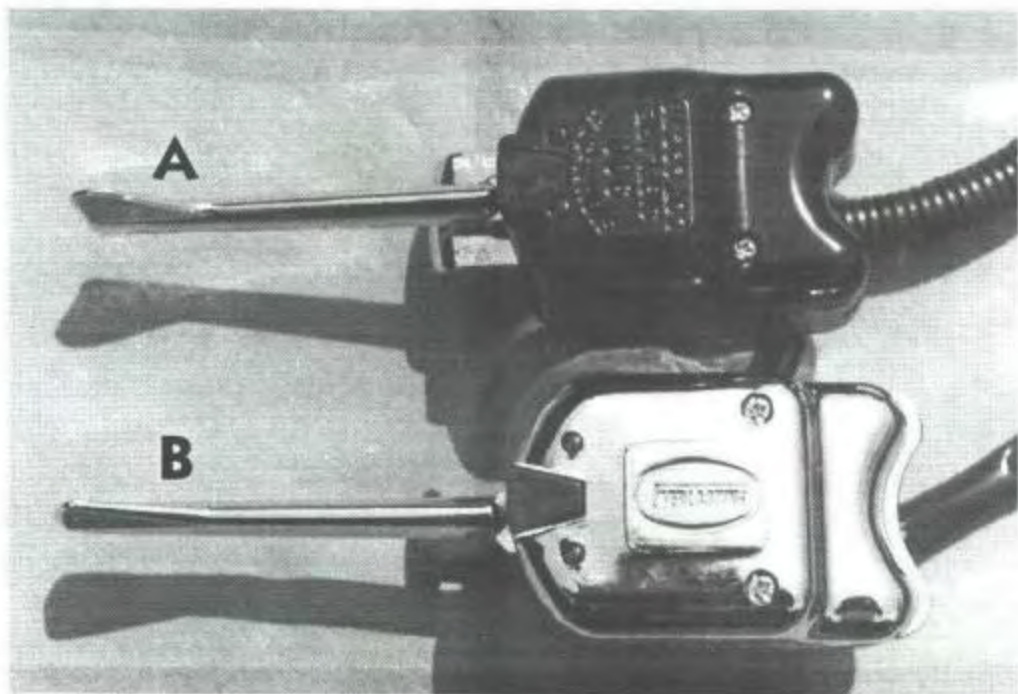
Technical TIPS

By Harry Logan (#651)-Los Altos, CA.

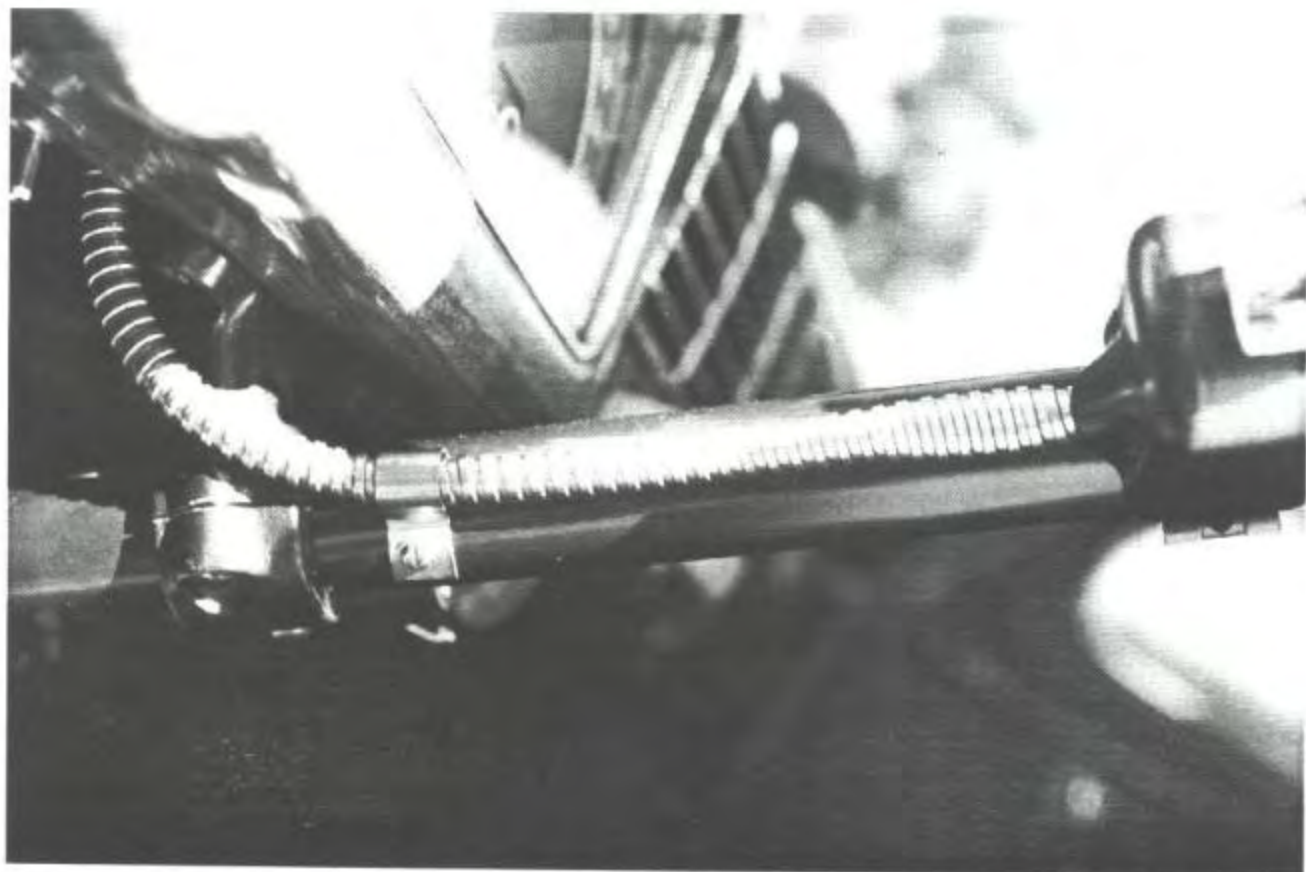
INSTALLING TURN SIGNALS



There are a variety of turn signal switches on the market. They are usually mounted on the left side of the steering column for LHD cars. Most have 7 colored leads.



In my opinion, the best is the Signal Stat 900 by Federal Mogul and made in the USA (A). You can buy them from **Bob's Automobilia** for \$49.75 (TS-900). Bob's also sell a less expensive imported chromed copy of the Signal-Stat for \$34.50 (TS-900C)(B). In my opinion, the chrome turn signal doesn't look right, but they can be easily repainted to match the steering column. Also remember that most turn signals come with a 12 volt bulb inside the unit for the pilot lights (the lights that flash on the unit when you turn). If your car has a 6 volt electrical system, you'll need to change to a #51 6 volt bulb.



Here's a finished installation with the turn signal painted to match the steering column. Some people tape the wires coming down the steering column together or use a plastic tube. I think they look better in a 3/8" stainless armored cable (SC-38 at \$4.60 a foot also from Bob's Autmobilia). I used 14 inches (36 cm). You can either leave the stainless as is (*photo above*) or paint it the color of the steering column and turn signal. You'll also need a clip to hold the cable in place. One way is to drill a small hole in the steering column. Then use a short self-tapping sheet metal screw. If this screw is too long, it will hit the steering rod inside the column.

You'll also need a three terminal 6 volt flasher and socket. The flasher terminals

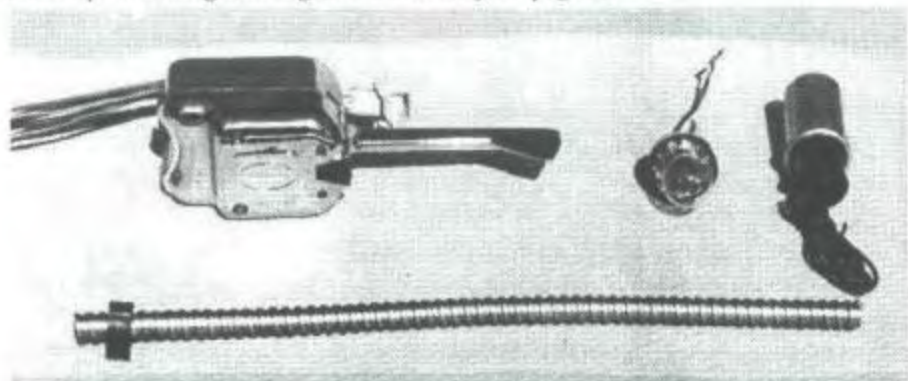
are labeled "X" (6 volts), "L" (load) and "P" (pilot lamp). The pilot lamps are the little lights on the turn signal that flash when you turn. The "P" and "L" leads run from the flasher to the signal switch.

One place to pick up 6 volts for the flasher's "X" terminal is from one of the wires going to the ignition switch. One side is always 6 volts, even when the ignition switch is off.

If you use the other switched side, the turn signals only work when the ignition is on. The advantage is you'll never accidentally leave the turn signals on and run down your battery. The disadvantage is you'll have to turn the ignition on if you have to leave your car with the flashers (*front and rear signals*) on to get help.



Some flashers have USE 14 AMP FUSE printed on them. The 14 amp fuse should be installed in the 6 volt to "X" flasher terminal.

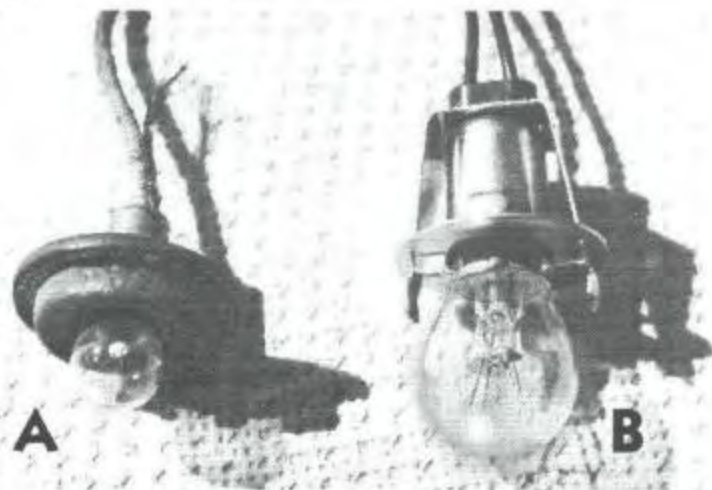
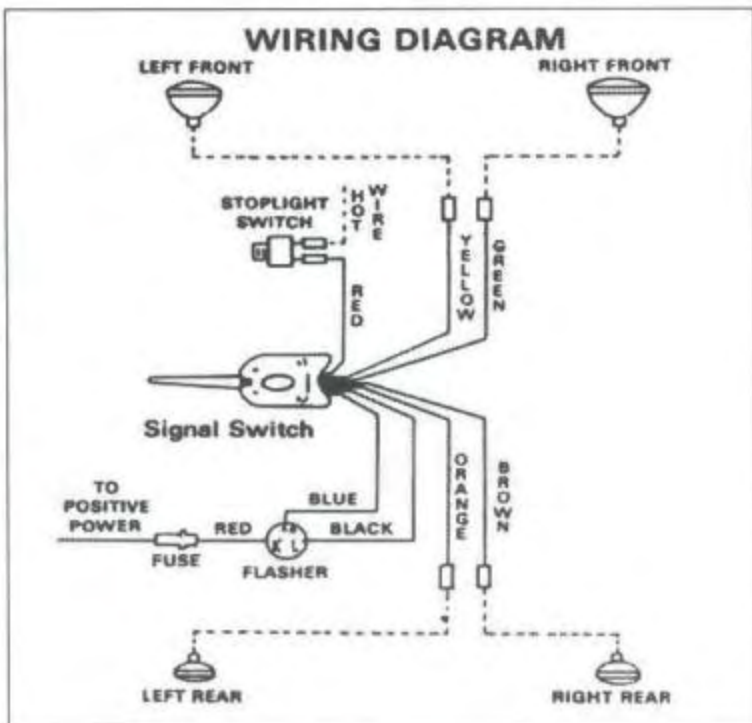


So the parts you'll need are:

- Signal switch
- 6 volt flasher
- 2 two terminal parking/turn light sockets
- 2 #1154 dual filament light bulbs
- In-line fuse (14 amp)
- 10' of auto wire

Here's a typical wiring diagram. Use the diagram that came with your turn signal as the wire colors may be different. You'll use the front fender lights and rear stop lights as turn signals. This diagram indicates you'll need to run 4 wires, one to each light.

In fact, you only need 3 wires, one not two to the stoplights. The stoplights are connected in parallel. When you cut the left rear taillight wire in the trunk, the taillights are now independent of each other. The right stoplight wire already runs to the dashboard. Connect it to the right turn signal. Now run a new wire from the left stoplight wire you just cut to the turn signal. If you have a modern wiring harness the turn signal wires are probably already installed and just need to be connected.



The original front fender parking lights had a single filament lamp (A). You'll need to change to a dual filament socket, one for the parking light and one for the turn signal (B). If you have a modern harness, the turn signal wires are probably already installed. You'll find them near the junction block in the engine compartment, just back of the headlights. If not, then you'll have to run 2 wires from the signal switch to each fender lamp.

This top photo shows the new two lead socket. Re-use the original socket's spring and retaining clip to hold the new socket in place. The socket snaps into the parking light lens.

You'll need to drill a small hole in the parking light base for the extra turn signal wire. Use a dual filament bulb such as #1154. One filament is brighter than the other. I used the brighter one for the turn signal. The other then is the parking light.

I wired the flasher first so that after I connected each of the four turn signal wires, I could test that the signal flashed. The main problem I had was with grounding. The signal switch and each front fender light must have a good ground. If the switch or fender lamp does not work, use a clip lead to make a good ground. If that solves the problem,

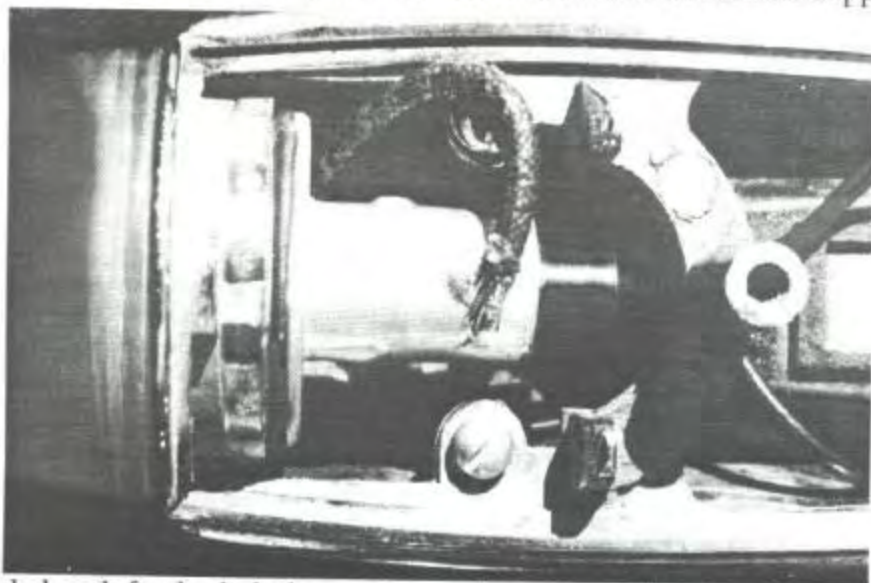


then you'll need to fix the ground problem.

To ground the signal switch, scrap some paint off the steering column where the strap goes around. The number one problem I have had with turn signals is poor grounding of the signal switch. It can occur if you repaint the steering column which can then cause a poor

ground. If you are having problems with your turn signals, run a wire from the chrome turn signal handle to the chrome ignition switch handle to make sure you have a good ground.

You'll need two grounds on each fender light. One to ground the metal lamp base and one to ground the new socket. I grounded the base by running a wire from the front mounting bolt to a hole I drilled in the fender support bracket.



I grounded each fender light by running a short wire soldered to the new socket.

TOP OF
RING
BROKEN
OFF



Be careful when re-installing the chrome trim piece. It's easy to break the top half off.



And don't forget there is a metal plate that attaches to the two fender light mounting bolts under the front fenders.

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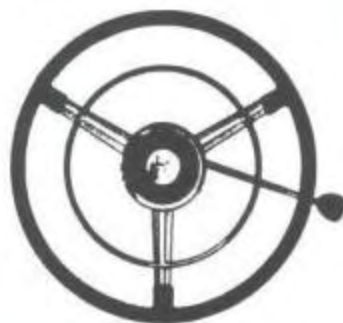
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